THE MARCH MAGAZINES.

The Northern Magazine presents as an overture an odd compound of geography, bad French, doubtful English, vapid attempts at humor, and sale meratizing, entitled "The Corniche Road," in valeh the ambitiousness of the rhetoric affords a singular contrast to the scantiness of the information. The life and services of the late Commedore Stockton form the subject of an interesting biographical sketch, with a side-way attempt at whitewashing the great railread monopolles of New-Jersey. A rapid sketch of "Our Magazine Literature" records the fate of several unsuccessful ventures in that department, "An Empress on Skates" is a lively description, by an eye-witness, of certain feminine imperial attempts on the ice, and "The Farewell of the Fig-Leaves," is an indecent discourse on the alleged indecency of the prevailing fashtons in dress. "The Ballet as a Social Evil," is also inveighed against in a highly rhetorical diatribe, and its pernicious influence portrayed at the expense of the good taste of our impressible countrywomen. A sketch of the life of Benjamin Lundy urges the claims of that devoted philanthropist as the founder of the abolition presents in the Lunted States, and presents many intermovement in the United States, and presents many interesting details illustrative of the energy and self-sacrifice of his career. The number closes with a vindication of the title of Mr. Ball to the authorship of "Rock Me to Bleep, Mother," mostly reprinted from a recent commu-

nication on that subject in this journal.

Harper, as usual, devotes a considerable portion of its space to the description of local scenery and customs, one of the most valuable and attractive features of the Magazine. The number opens with an article on "The Minnesota Pinerice," portraying the life of the lumbermen on the Upper Mississippi and its tributaries. It is only a few years since the vast ferests of this region have been made to bend to the woodman's axe. They have already become the sources of almost fabulous wealth, and afford materials for the lumber business ex-celling the rivers of "Down East" in their palmiest days. The process which has demolished the forests of Maine, and scared away the elk, and moose, and beavers from their Eastern haunts is already far advanced in the West. At Minneapolis and St. Anthony the saw-mils annually turn out over one hundred millions of feet of boards. The industry is fully described in all its branches, and the numerous graphic touches of the writer who is master of the subject, give a life-like reality to like narrative. In a similar vein, is a paper on "The Restigouche," a river which gives its name to the northern portion of the province of New-Brunswick, borderieg upon the bay of Chalcur. Like the ar-ticle just mentioned, it presents a series of picturesque aketches of sylvan life, and is written with the freedom An agreeable paper, entitled "Survivors of Civilization" gives several aneedotes of natural history, illustrative of the character and habits of certain familiar members of the animal kingdom. "Sheffield—A Battle-Field of English Labor," is an animated and very instructive description of that great manufacturing town, including numerous personal sketches, of, which those of the poet Montgomery, and of Joseph Gales-a name prominent in American journalism-will be read with reat interest. Among other topics discussed by the "Easy Chair" are anonymous letters containing imperfinent suggestions to the editorial tribe, and the value of the late Albert G. Greene, the author of "Old Grimes," " a any ever written in this country." The "Record of Current Events," giving a succinct account of the suspension of Mr. Stanton will be read by many with special interest recent significant passage in American history.

Each successive number of the Catholic World gives a new impression of the energy, ability, and varied tative of the extreme wing of thinkers devoted to the theology and philosophy of a past age, though keenly alive to the great social and practical interests of the present, it challenges the attention of the friends of progress, who wish for authentic and frank statements of ideas to which they are the most earnestly opposed. Every liberal inquirer must be grateful for the profound and sincere expression of thought, however decidedly at war with his own opinions, when marked by so fair and generous a spirit as is usually exhibited in the contents of this periodical. The present number opens with an article entitled "Canada Thistles" (not of botanical or agricultural interest), but applying a keen and cutting eriticism to certain popular attacks on the Cathelle Church, which like the pestilent weed alluded to, seem to bear a charmed life; "you may cut them all down to-day and to-morrow their ugly heads will be as high as ever." Among the current misrepresentations which the political origin, and not the fruit of religious perse- treating of Constantinople. ention. He commends the fairness with which the subsect has been treated in certain Protestant works, as an exception to the general rule; but his commendation would have been more just as well as more grateful, if he had ascribed the fairness to which he refers to a prin-ciple of literary conscientionness and the love of historical truth, rather than to the "cold-blooded" impartiality which proceeds from the combined labor of different minds The unfounded statements of the author of "Willson's Outlines of History"—a work adopted as a text-book in the college of New-York,—are commented on with not a little causticity, and the faculty of the college are cen-sured for adopting it in a course of instruction "de, signed for the youth of every faith, and supported by tax on all citizens alike." "The Old Homan World," a recent pretentions work by the Rev. Dr. Lord, is pronounced "an ill-assorted museum of effete ideas from all the kingdoms of thought," and some of its abundant errors are exposed as 'specimens of the wild, thoughtless rambling manner in which he writes." Other papers are devoted to Mr. Maguire's "Irish in America," of which, in general the writer speaks favorably, but finds fault with the statement that "among the Fenians in every State of the Union are many thousands of the very cream of the Irish population," which, in the opinion of "The Catholic World," is notoriously untrue; to the "Church and Her Attributes;" to "Affairs in Italy;" and to a vindication of the character of Las Casas, who is repreented as the leading founder of law and civilization in the Western World.

In Hours at Home, the bad taste and poetical absurdities of the "Sunday School Muse" are shown up in a highly peppered article by the Rev. George B. Bacon. "Brittany and the Bretons," by the United States Consul at Nantes, gives a sketch of the peculiar customs of an out-of-the-way corner of Europe, devoted especially to

at Nantes, gives a sketch of the peculiar customs of an out-of-the-way corner of Europe, devoted especially to the characteristics of the peasantry of that region.

The Bretons are hardy, robust of frame, and capable of an indefinite amount of labor; and this is quite as true of the women as of the men. They are almost universally ignorant of the most elementary knowledge; it is rarely that one is found who can read or write. They are implicit believers in miracles and in ghostly appearances; and account for strange occurrences by giving them the importance of supernatural phenomena. It is an article of faith with them to observe strictly all the social and religions customs and ceremonies which their ancestors have observed before them. That independence as to property which has resulted from the decline of feudalism and consequently of feudal proprietorships of land, has given them likewise an independence of character and idea of individual importance which every peasant, be his acres two or a hundred, is fond of exhibiting. Nothing is more abhorrent to the peasant mind than a prospect of dependence on another—a return to subjection to the caprice of a landlord. Hence you witness among them, sometimes, a desperate clinging to a bare little patch of land, hardly sufficient to produce the family provision from year to year, but with which they will not part at any price. A very marked characteristic of the Breton is his fits of niggardness and of extravagance. He will live, no matter what his means, like a miser, year after year; eschew fires the coldest Winter days; wear the same wooden shoes and coarse coat and broeches year in and year out; confine his meals to cabbage, coarse cakes, and wine which would be excellent vinegar; starve his oxen and mules and children; refuse to thatch his hut, though the rain pour in; abandon soap as too expensive; and confine himself and family to the narrowest limits within which existence is possible, laying by his francs and even his centimes with the greedlest care and se

Some curious customs of the people in relation to children ferm the subject of a lively picture.

The birth of a child among the peasants is treated much with the same state as that which occurs at a royal birth. Not only is the father present, but also all the near relations and neighbors of the family. Each of these is intrusted with some duty about the suffering mother, the new-coner, or the restless father. While one dame is mixing up and putting to the patient's lips a mug of warm wine, another takes charge of the baby, wraps it in its swadding clothes, and makes remarks as to its becauty or its likeness to the parents. There is gossiping enough, for a community more prone to gossiping enough. For a scale of happy mebricity (for every family and public event is made an excuse for getting intoxicated, needs the help of others, and is led to his own row and set in order as well as is feasible, his toxic pelm, carefully made, and his "Sunday suit" donned. The superstition of the parents will not permit them to rest until the child has been baptized—devoutly believing in the theory that the unbaptized are damned eternally—and that coremony is got over at the earliest practicable moment. It is nerformed by the sure of a

Some curious customs of the people in relation to chil-

morning, in 'de village church, and is attended only by the paren's and god-parents. No sooner is this over than the "e' ristening feast" transpires; for feasting and drink' og is the peasant's highest notion of celebratings—a presensity, it may be remarked, not monopolized by the Larla districts, but existing also among learned corporations and enlightened legislators. The "christening feast" usually takes place at the principal cabaret, or inn. of the village, at the cipal cabaret, or inn. of the village, at the interest expense. The material set before the guests is plain enough, to be sure, but is sufficiently attractive to make the invited enviable in the eyes of their less favored neighbors. It mostly consists of cabbage in various forms, flab, sour bread, source wine, beer of local manufacture, and excerable can-device. The guests having assembled, and the father and mother being seated at the head of the table, the feast begins in solenn silence—a custom which is not to be explained at this late day. Not a word is spoken during the first course, consisting of light white wine and sour; it is only when the second course is brought on, accompanied by red wine and cau-de-vic, that the hilarity of the company breaks out in articulate merriment. It is a rule that all the men shall drink themselves intoxicated on these occasions, and to this end the father leads the rest; a man is not a man who leaves the table sober. The women, in most cases, step short at a reasonable pitch of spirits, and devote themselves to the care of their husbands, the greater part of whom spend the night on the floor of the inn. The baby, in honor of whose arrival in the peasant world this feast is given, is always the hero of it. He (or she) is brought in his swaddling clothes, is handed about with vast complacency by the gratified mamma, and becomes the victim, smong these besotted people, of the most affectionate, but not always the period in the peasant world this feast is given, is always the hero of it. He corporately and somet

which does not always keep within the strict bounds of propriety, and sometimes brings on fierce quarries which result in a tumultuous breaking up of the orgy.

Another remarkable ceremony is celebrated when a boy reaches his seventh or eighth year.

This is his first lesson in intoxication. A day of public festivity is chosen for this event, which is presided over by his own parents. If his grandsire be living, he is the chief priest of the occasion. The boy is scated on that venerable mentor's lap, and is given several cupe of strong wine in succession by his father; his mother and a group of friends meantime standing by and hugely enjoying the scene. The boy scon becomes intoxicated, drinking with alacrity, and the result is a grand frolic among all the family. He is expected to follow this lesson up by further self-taught instruction, which usually continues through life. From the time of this initiation with the predominant vice of the peasantry he is allowed to lom in all the festivities which transpire, and the more he drinks, the better fellow he is. It is no wonder, when we consider that this custom is almost universal also. So naterly callous is the sentiment of the community, that to drink deep and be drunk often is looked upon as rather creditable to a man than otherwise. Even its worst results fail to serve as the least warning. To inveigh against success in drinking would be to call down derision and contempt upon your head. The ill effects of the vice are, it is true, in some degree counteracted by the necessity which forces the peasants to work long and hard every day; and the hardiness of their constitution and the ruggedness of their coarse blood more easily resists the influence of drunkenness among the peasantary is easily seen. Privation is always provocative of excess. The comforts which are within the reach of the peasant are few and poor. His labor is very exhausting; he must have recreation at its end. This one luxury, drink, is within his reach. It is his at will; for wine and cauderie

paper on "Winter," the advantages of which as an ele-ment of human culture are impressively set forth. We

paper on "Winter," the advantages of which as an element of human culture are impressively set forth. We take from it a single striking paragraph.

I will name one other occasion, or contingency of Winter, that sometimes takes a wonderfully strong hold of our religious instinct, and often produces effects more decisive than we trace curselves. I speak of our Winter funerals. To bury a friend in Winter is a kind of trial that connects strange inward commotions of feeling which it is difficult to master. We have cleared away the snow and hewn a passage down through the solid pavement of the frost, and there, in that inhospitable place, we come to bury our departed, be it child, or wife, or mother, or much lovod friend. Our heart shudders, in convulsive chill, at the forlorn last offices we are come to perform. While our feeling is protesting, the solemnity, so-called, goes on, and before we have gotten our own consent, the "tribute of respect" is ended. The frozen chips of earth, loosened again by blows, are piled on the loved one's rest, and we turn to go. "Will it storm tonight! The wind, alas! is howling even now in the trees, and the sleeting is already begun. O God, it shall not be! We were going to be foois, we see, but how the spell is broken. Our departed is not in that hole, and we scorn to say our farewell over it! Let the snows fall heavy, if they will, and the wind rage pittless and wild above, our it shall be to thank Thee. Father, Lord of the warmer clime, that our dead one lives with Thee." Practically almost nothing will more surely compel a faith in immortality, even if one chances to be unbelieving, than to bury a friend in the Winter. And, as a matter of fact, it is not in the freeh, outbursting life of the Spring, or in any softer season of the year, that we think of immortality with half the tension that we do at the Winter funerals. We ask it instinctively, as we do a fire for the cold.

The remainder of the number has several valuable articles, including a paper on "Insanity and Usefulness,

ever." Among the current misrepresentations which the writer undertakes to expose is the usual version of the St. Bartholomew massacre, which he maintains was of

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Area, Population in 1950 and 1860, (white, colored, and Indian), rrease of Population from 1850 to 1850; number of Members of Coo gress; State Capitals; Governors; State Ricetions Time of Meeting of

egialatures. ACTS OF CONGRESS. Synopsis of the Principal Acts Passed at the Second Session of the EXXIATE Congress. PUBLIC RESOLUTIONS.

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All the Proclamations issued by the President from December, 1864, to October, 1867.

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NEW-YORK SUPREME COURT, City and County of New York.—GEORGE W. RIGGS, ADOLPHUS T. RIECKHOFFER and JOHN ELLIOTT, Plantiffs, agt. ALBERT HIERSTADT and FRANCIS COLEURN ADAMS, Defendants.—Summors for noisery demand on contract. (Com. not ser.)—To the Defendants: You are hereby summoned and required to agree the complaint in this action, which will be filed in the office of the Cierk of the City and County of New-York, at the City Hall in this City of New-York, and to serve a copy of your answer to the said complaint on the subscriber at his office. No. 16 Exchange place, in the City of New-York, within twenty days after the service of this summens on you, exclusive of the day of such service; and if you fall to answer the said complaint within the time aforesaid, the plaintiffs in this action will take judgment against you for the sum of our thousand dollars, with interest from the thirtiest day of May, one thousand cight hundred and airty-acree, beside the cost of this action.—Dated New-York. Pebruary 18, 1868.

The complaint in this action was field in the Office of the Ciert of this Court, at the City Hall in the City of New-York, on the Exth day of February, 1962.

WM. HENRY ANTHON, Plaintiffs' Attorney.

FIS lawseTu

CUPREME COURT—City and County of New-York.—John C. Rohlsaat against Mrs. E. DUMONT and Mr. Shiffil, composing the firm of Mrs. E. BUMONT & Ca.—Summons for movey demand on contract.—You are hereby summoned and required to asswer the complaint in this action, which will be filed in the office of the clerk of the City and County of New-York, and of which a copy is berewith served upon you, and serve a copy of your answer to the said complaint on the subscriber at his office, No. 52 John street, in the city of New-York, within twenty days after the service hereof, exclusive of the day of such service; and if you fall to answer the said complaint within the time aforesaid, the plaintiff in this faction will take judgment against you for the sum of six hundred and thirty dollars and one cent, with interest from the seventh day of December, one thousand eight hundred and aixt-seven, beside the costs of this action.—Dated New-York, Feb. 1, 1868.

To the Defendants.

The complaint in this action was filed in the effec of the Clerk of the City and County of New York, on the 24th day of February, 1868.

F25 lawferTu

JAMES L. PHELPS, jr., Plaintiff's Attorney.

Corporation Botices.

AT a MEETING of the BOARD OF POLICE, A held this day, the following resolution was adopted:
Resolved. That a REWARD of \$500 will be paid from the Metropolitan Reward Fund to the person er persons who may furnish information which shall lead to be detection and arrest, and the conviction of the crume of felonious samidde, of the person who killed THOMAS F.
LAVELD, a Conductor on Car No. 104 of the Neventhave. Railroad, e. the evening of Monday, the 11th of February, 166, on Church-st., mass Chamberset, in the City of New-York. THOMAS C. ACTON.
S. G. Hawker Chief Circh. Sales by Juction.

DY BANGS, MERWIN & Co., Broadway cor.

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WEDNESDAY AND THURBDAY AFTERNOONS, FEB. 26 AND 27,

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SALE—An immense stock of new and second-hand Harness, Saddies, Bridles, Collars, &c., &c. Military Clothing, Wool and Rabber
BLANKITS; Wagos and Herse Covers, Tarpaulius, and Grain Bags;
TENTS of all hinds, Wedge, Wall, and Hospital, complete. Awaings and
Wagou Covers made to order. Officers, McCiellan, and Artillery SADDLES.

PITKIN & Co., No 5 Park-place, New-York.
No. 339 North Front-st., Philiadelphit.

Mort GAGEE's SALE.—By virtue of a chattel mortgage made by Wm. H. Lampaon & Co., Nov. 1, 1966, will be sold at public sale, at the First National Oil Refinery, Weehawken, New-Jersey, on MONDAY, the 2d day of March, 1868, at 2 p. m., all the buildings, stills, situres, tanks, barrels, machinery, and personal property on said presubses. Terms made known at the time of sale.—Weethawken, N. J., Feb. 24, 1862.

Parties desiring to purchase with a view to ran the refinery can learn particulars concerning lease of the land upon application to the mortgage, at his office, No. 103 Maiden-lane, New-York.

Parties desiring to purchase with a view to ran the refinery can learn particulars concerning lease of the land upon application to the mortagee, at his office, 86, 103 Maiden-lane, New-York.

SALE of the ALABAMA AND FLORIDA

Balleroad.—Under the decree of the Bon. Philip Frazer, Judge of the District Court of the United States for the Northern District of Florids, sitting in bankrupter, I will offer at public sale, at the Court-House door in the City of Pensacola, on the twenty-fifth (19th) day of March next, at 12 o'clock in., the following property of the Alabama and Florids Rathroad Company, bankrupt, vis:

124 miles of ROAD, complete, in running outer.

22 miles ROAD BED, with BRIDGES, TERSTLING, &c., incomplete; together with the CORPORATE FRANCHISE of said Company.

Also, 6 EOX CARS,

15 PLATFORM CARS (complete),

1 POLE CARS (incomplete),

1 OFFICE and STORREGOM,

PLATFORM SCALES (Howe's),

Also, the TOOLS, UTENSILS, &c., &c., belonging to said Road, congisting in part of Hydraulic Jacks, Jacks Screws, Hoisting Machines, Wood Boring Machines, Wheelbarrows, Irons for Turntable, Iron and Brass Car Bores, Track Tools, Blacksmith Tools and Shop, Car Waeelia and Frames, 1,100 lbs. Old and 709 lbs. New Iron, 21,500 lbs. Splkes, 2,157 new Cross Tres, 7 Rairicad Jacks, 10 to fTimber and Eumber, Office Purniture, Office Clock, 5 Crowbers, 4 Splke Mauis, Axes, Shovels, Hoes, 1 let of Cooking Urensils, &c., &c.

TERMS CASH.

The completion of the road with its connections will place the Bay of Pensacols—the finest harbor on the Gulf—in immediate communication with the cities of the North and West, forming an almost direct and continuous line with Chicago and the Lakes, and making Pensacols the great depot of trade and conmerce between South America,

Pensecola, Feb. II, 1868.

59TH AUCTION SALE.

50,000 TUNS SCHANTON COAL, on WEDNESDAY, Feb. 26, 1868. The Belaware, Lackswanna, and Western Hallroad Company will sell, by Mesera JOHN H. DRAPER & Co., Anctioneers, at the Company's aniesmom, No. 26 Enchange place, corner of Williament, Non-York, on WEDNESDAY, Feb. 26, at 12 o'clock, noon, 50,000 Tuns of Coal, from the Lackswanna regions, of the usual sizes, deliverable at their deput, Elizabethport, N. J.

TERMS: Fufty cents per tun, payable in current funds, on the day of sale, and the bulance within ten days thereafter, if nequired, at the office of the Company.

Morses, Carriages, &c,

AT OUR OWN HORSE AUCTION MART,

JOHNSTON & VAN TASSKILL,

Auction sales of Horses, Carriages, Wagons, Harness, and everything
is the horse line, every TURSDAT and FRIDAY.

Messra, DOHNSTON & VAN TASSELL stand at the head of the horse
auction business in this city. No lockeying: no double-deating. Every
party doing business with us can rely upon the most strict and impartial
lastice. Everything in the horse line at private sale at wholevale nices. OITY AUCTION MART, Broadway and Thirty-hinthesh.-J. J. HENRY, Auctioneer, Regular saise of Horsts, Carriages, Sleighs, Harress, Robers, Blankets, Whips, &c., &c. every WEDNESDAY and SATURDAY, at 11 o'clock. There is a large cirry with property of the above in the said and an account of weather. A large stock of the above articles always on hand at private sale at anction prices. Consignments respectfully solucited.

. Situations Manted - Semales.

A GOOD GIRL wishes a place to do general Housework. Apply at No. 104 Allen-at., near Broome, base

A RESPECTABLE YOUNG WOMAN wants
A stituation as CHAMBERMAID, a WATTRESS or SEAMSTRESS,
Call for two days to No. 131 First-ave. between Eightle and Ninth-sta.,
third floor, front room. Good city reference.

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A NY wholesale house of respectability who would like the services of a competent man as CLERK, ASSISTANT BEOKKERFER, or SALESMAN, can secure my help, free gratis. I must have employment to keep the rust off. No remaineratho expected A No. 1 references. Address A. B. C., Box 5,008 New York Post-Office. A RION PIANO-FORTE.—Patented: highest premium awarded over all, even the renowned Werld's Exposition Pianos. Send for descriptive pamphiet, price list, &c. Manufactory and warrrooms, Nos. 107 and 128 Bowery.

A MARRIED MAN, with one child, desires a Position on a Farm, either to work on shares or for wages. Is thoroughly conversant with the culture of Kitchen Vegetables and warrrooms, Nos. 107 and 128 Bowery.

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A SSISTANT CLERK'S SITUATION wanted WAITER or LIGHT PORTER'S SITUA-TION WANTED-By an active, willing, and reliable young ma-ciling to make himself useful. Apply, for four dark to THOMAS BELL, Tribune Office. WANTED—By a middle-aged American man, A SITUATION to SUPERINTEND or MANAGE a farm; is well acquainted with farming and also with horses and cattle; will give the beased references. Address W. S., Tribune Office.

WANTED—A SITUATION by a young man as CLERK or BOOKKEEPER in some wholesale or retail nevernable bonse. As to honesty, and grown lability, reference can be obtained. Apply, for one week, in 1. W. WALKER, No. 122 Feast Tenth-st. WANTED-A SITUATION in the Boot and V Shoe business (wholesale preferred) by a man of several years' experience, and can give the best of reference. Address G. A. M., Tribune biles.

WANTED-A situation by a thorough practical GARDENER. Address J. F., Tribuse Office. WANTED—A situation by a practical English ENGINEER; is willing to do like own fring; is a good, steady man; has good city references; need to all kinds of boilers, and a good mechanic. Address E. C. T., Tribune Office.

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Ageots to introduce our NEW STAR SHUTTLE SEWINGMACHINES. Extraordinary inducements to good salesinen. Further A Access to introduce our NEW STAR SHUTTER SERVIN MACHINES. Extraordinary indocements to good salesines. Furth particulars and Sample work furnished on application to Cleveland. Ohio; Boston, Mass; or St. Louis, Mo.

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One agent in Dutchess County, N. Y., reports 18 the first week.
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TELP FOR THE SUFFERING.—THE ASPOOR as its friends well know, studiously avoids fill obtusion of their
on poblic notice, so long as the voluntary offerings meet the claims made
upon it. Unbappily, its outlays now far exceed its receipts, which would
not probably be the case were the extout of the present destitution and
discress generally known.

upon it. Unhapply, its outlays now for exceed its receipte, which would not probably be the case were the extent of the present destitution and distress generally known.

The frequent touching public appeals of individual sympathy in behalf of a few safering families abould be multiplied a thomand-fold to adequately depict the amount and character of the destitution now receiving als from this charity. But such detail being impracticable, or, if practicable, in the judgment of the Board inexpedient, it must softice to say that there has been no such pressure since the memorable Winter of 1925. This fact the records of this Association, verified by nearly four bundred gratistions visitors, who are daily conversant with scenes of poverty and wrethedness, unnatmously attest.

Up to the present time, it has aided 13,393 families containing 42,923 persons, and there are now on its relief lies 5,224 families numbering 20,903 persons; and despite the exercise of the whest dherimination, until the Spring business revives, want and destiration will increase.

And the character of the applicants is not less remarkable than their number. They are mostly worthy mechanics, laborers, clerks, widoxs, etc., with dependent families, who, through failure of employment and other unavoidable causes, are now compelled to ask for aid, who never asked before; and they must be promptly relieved, or suffer and perish.

Such being the alternatives, help must come, or the relief new given must case; and it must come quickly—for delay is distress and starration. Nor will a stuted pily meet the present urgency. The outlary so far exceed the contributions, that Fifteen Themsand Dollars beyond the ordinary receipts, will be required for February.

Contributions may be sent to the President, JAMES, BROWN, No. 59 Wallest: to the Treasurer, ROBERT B. MINTURN, Treasurer.

ROBERT B. MINTURN, Treasurer.

ROBERT B. MINTURN, Treasurer.

New-Your, Feb., 1869.

N. B.—The duly fautherized Collectors are formished with a West

PRACTICAL PATENTS:—We have better facilities for SELLING PATENTS than any firm in this city, ELMORE & THORP, No. 146 Pulton-at.

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MOURNING GOODS.

A FULL AND CHOICE SELECTION,
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CALL AND EXAMINE.
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WE ARE OFFERING
A SPLENDID ARTICLE,
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DRESS TRIMMINGS—NEW STYLES.

RIBBONS, VRIVETS,
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Small Wares, and Fancy Goods, a full assortment at popular prices.
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Near Nineteenthest, east side.

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M. P. BROWN, No. 203 Broadway, three doors from the Bridge.

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NORTH AMERICAN STEAMSHIP Co.
OPPOSITION TO MONOPOLY.
THROUGH LINE TO CALIFORNIA
will dispatch their new and syleudid Steamships from New York, from
Pier No. 29, North River, foot Warren-st, at noon, at Lower Rates than
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Pier No. 29, North River, foot Warren-at, at noon, at account to be any other Line.

For Passage of Freight, over both Routes, as follows:

FEBRUARY 15, 1868—Steamship FULTON, connecting with Steamship OHEGONIAN.

MARCH 5, 1868—Steamship SANTIAGO DE CUBA, connecting with Steamship NEBRASKA.

VIA NICARAGUA.

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Those Steamships are expressly fitted for this trade, and are unsurpassed for Safety, Speed, Elegance, and Counfort, and their rakes for Passage and Freight will always be loose than by any other Line.

For further Particulars address the undersigned at No. 177 West-5t, New-Fork.

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TOOR CALIFORNIA via PANAMA.

FOR CALIFORNIA via PANAMA.

REDUCED RATES OF FREIGHT.

The Pseific Mail Steamship Company's steamer ARIZONA will sail on SATURDAY, Feb. 29, at 12 o'clock noon. Freight received until Friday at 2 p. m. For rates, &c., inquire at Freight Office, on Company's Pier, No. 42 North River, foot of Cambest. To insure shipment, freight must be sent down early.

WELLS, PARGO & Co.,

Sole Freight Agents, P. M. S. S. Co.

FOR ST. THOMAS and BRAZIL.

UNITED STATES and BRAZIL MAIL STRAMSHIP COMPANY.

Regular Mail Steamers salling on the 28d of every month:

MISSISSIPPI, Capt. SLOCUM, March 27.

MERRIMACK, Gapt. Tennamana, April 22.

SOUTH AMERICA, Capt. Tennamana, April 23.

The spleeduld ateamers sall on schemic time, and call at 81. Thomas,
Parz. Pernambaco, Bahla, and Rio de Jameiro, going and returning. For
engagement of freight or passage, supply to

WM. R. GARRISON, Agent, No. 5 Bowling green.

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Will be dispatched on SATURDAY, Feb. 29, at 3 o'clock p. m.,
Freight received as through rates for Mobile and Galveston. For
Freight or Passage, having soperior accommodations,
Apply to the Agent.
SAMUEL STEVENS, No. 40 Broadway.

For freight or passage apply to WM. R. GARRISON, Agent, No. 5 Bowling green.

FOR SAVANNAH, GR.,

BLACK STAB LINE EVERY SATURDAY,

Steamship HUNTSVILLE, Crowell, leaves SATURDAY, Feb. 29,

Steamship MONTGOMERY, Lyon, leaves SATURDAY, March 7,

at 3 o'clock p. m., from Pier No. 13 North River.

R. LOWDEN, Agent, No. 53 West-st.

R. LOWDEN, Agent, No. 53 West-st. FOR CHARLESTON and FLORIDA PORTS.

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TEAM TO LIVERPOOL, CALLING AT QUERNSTOWN.—The Inman Line, under contract with the United Sintes and British Governments for carrying the Mails, instead dispatching their steamers as follows:
CITY OF WASHINGTON. MONDAY, February 24 (via Hallfax).
CITY OF MASHINGTON. SATURDAY, February 28.
CITY OF BOSTON. SATURDAY, March 9 (via Hallfax).
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CITY OF LONDON. SATURDAY and alternate MONDAY, at 1 p. m., from Fier No. 45, North River.
RATES OF PASSAGE.
By the small steamer sailing every Saturday:
PAYABLE IS GOLD. SATURDAY and Alternate MONDAY, at 1 p. m., from Fier No. 45, North River.
FIRST CABIN. STONE SATURDAY SATURDAY SATURDAY.

FIRST CABIN. SOLD. TO THE SATURDAY SATURDAY.

TO Paris. 450.
To London. 350.
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PASSAGE TO AND FROM
GREAT BRITAIN AND IRELAND,
BY STRAMSHIP AND SAILING PACKET,
AT REDUCED RATES.
DRAFTS AVAILABLE THROUGHOUT ENGLAND, IRELAND,
SCOTLAND AND WALES. Por particulars apply to TAPSCOTT BROTHERS & Co. No. 86 South-st. and No. 23 Broadway

THE NATIONAL LINE.

Steamers weekly to Liverpool and Queenstown, leaving Pler No.
47 North River, every Saturday:

REVUKTIA, Cutting.

SATURDAY, February 28,
PENNSYLVANIA, Hall.

SATURDAY March T. SATURDAY, February 28.
SATURDAY, March 7.
SATURDAY, March 14.
SATURDAY, March 21. PENNSTIVANIA, Rall
FRANCE, Grace. SATURDAY, March 14.
ERIN, Forbes. SATURDAY, March 21.
Cabin passage, \$100 currency.
Steerage passage, \$20 in currency.
Steerage tickets from Liverpool or Queenstown, \$35 in currency.
Steerage tickets from Autwerp, Rotterdam, Hamburg and Havre, \$45

In currency.

Per further particulars apply at the Offices of the Company, Nos 57

Read 27 Broadway, or No. 73 Broadway.

P. W. J. HURST, Manages.

NOTICE.—The steamship ERIN will sail from her dock on TUESDAY

MORNING, Feb. 11, at 6 o'clock. Passengers must be on heard at 7

J. W. J. HURST, Manager.

U. S. MAIL TO HAVANA—ATLANTIC

THURSDAY at Jo'clock p. m. precisely, from Pier So. 4. N. R.

MISSOURI, Capt. G. W. Palmer, (via Nassan). Peb. 27.

COLUMBIA. Capt. B. Van Stor. March S.

MORRO CASTLAS. Capt. R. Adams. March II.

For freight or passage apply to GEO. B. HARTSON, President Re. B.

Bowling Green, N. Y. ONLY DIRECT LINE TO FRANCE.

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H. O. BRIGGS, General Manager.

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SAFETY, SPEED, and COMFORT,

FOR BOSTON.

WORCESTER, PALMER FITCHBURG, NASHUA, LOWELL, CONCORD, THE WHITE MOUNTAINS, AND INTERMEDIATE POINTS.

The new and stanch ateamers of the Norwich Line.
CITY OF BOSTON and CITY OP NEW YORK, leave New York daily (Sundays excepted), at 4 o'clock p. m., from Per No. 26 North River, foot of Vestey sh., FOR NEW JONDON.

there connecting with the Steambeat Rayress Train from the above points, via Norvicle and Worcester, Boston and Worcester, Worcester, and Nashum, and New-Loudon and Northern Railroads.

Freight taken at the lowest rates.

For information inquire of Preight taken at the lowest rates.

Even information inquire of Railroads.

TYPE NEW HAVEN, HARTEFORD, &c. —Faro FOR NEW-HAVEN, HARTFORD, &c.—Faro \$1. Steamers leave Peck-slip for New-Haven at 4 p. m. during the Winter. Trains leave New-Haven, going North and East, at 11 p. m.

CENTRAL RAILROAD of NEW-JERSEY.—
Paneng er and Freight Bepot in New York, foot of Libpity at cennects at Hampton function with the Delaware, Lackawanna and Western
Railroad, and at Kasion with the Lehigh Valley Railroad and its consections, forming a direct line to Pittsburgh and the West, without charge of
cart.

ALLENTOWN LINE TO THE WEST.

Three Express Trains daily for the West, except Sundays, when custrain in the evenius.

Sixty miles and three hours saved by this line to Chicago, Cinciunati, St. Louis, &c., with but one change of cars.

Commencing Jan. 13, 1803—Leave New York as follows:

6:39 a. m.—For Baston, Bethleshem, Mauch Chenk, Williamsport.

Wilkasharre, Mahanoy City, &c.

5:39 a. m.—War-Train for Fremlegton, Junction, Stroudsburg, Water Gep, Scranton, Kingston, Pittsburgh, and the West Without change of cars to Cincinuali or Chicago, and but one change to St. Louis. Connects at Harrisburg with Northern and Dut one change to St. Louis. Connects at Harrisburg with Northern and Dut one change to St. Louis. Connects at Harrisburg with Northern and Dut one change to St. Louis. Connects at Harrisburg with Northern and Philadecipita and Eric Roads, for Riva and the Oil Regions. Connects at Junction with Deb. Lack., and Western Kalirood. Silver-Palace cars through to Chicago.

3 p. m.—Fondamerville.
4 p. m.—Williamsport, Ranton, Allentown and Manch Chank.
5 p. m.—Contribute Expanse—For Ranton, Betillehem, Allentown,
Reading, Harrishung, Pittsburgh, Chicago, and Cincinnati—connects ab
Harrishung with train for Williamsport, Eric, &c. Siceping Cars to
Pittsburgh and Chicago.

Pittaburgh and Chicago.

5:10 p. m.—For Somerville and Plemington.

5:15 p. m.—For Somerville.

5:16 p. m.—For Somerville.

5 p. m.—Wastann Express Train—For Easton, Allentown, Reading,
Harrisburg, Pittaburgh, and the West.

Sleeping casy through from Jersey City to Pittaburgh every evening.

Additional trains are run to Bergys Point, Elizabeth, &c.

Tickets for the West can be obtained at the office of the Central Rullroad of New-Jersey, foot of Liberty st. N. R., at No. 1 Autor House, Nos.

254, 271, 526 Broadway, at No. 10 Greenwichest, and at the principal

B. E. RICKER, Superintendent.

H. P. Ballowin, Gen. Pass. Agent.

H. P. BALPWIN, Cen. Pass. Agent.

RIE RAILWAY.—Trains leave Depot foot of Chambers-et., Paronia Ferry:
8:00 a. m., Bay Express for Rochester, Bufalo, Salamancs, Dunkirk, and all points West and South.
8:20 a. m., Way Train, daily, for Ottaville and intermediate stations.
10:00 a. m., Express Mail, for Bufalo, Salamancs, Dunkirk, and all points West and South.
3:20 p. m., Way Train, for Middletown and intermediate stations.
4:20 p. m., Way Express, stopping only at Sterling Junction, Turser's, and stations west of Turner's to Port Jersis, Newburgh, and Warswick.

LOR NASSAU, N. P.—Under the patronage of the blahama Government for carrying the Boyal Malls, THE AT-LANTIC MAIL STEAMSHIP COMPANY will dispatch the splendid steamer MISSOURI, Capt. Palmer, on THURSDAY, Feb. 27, at 3 o'clock, p. m., proceedy, from Pier No. 4. North River. For engagements of Freight or Passage, apply to GEO. B. HARTSON, President, No. 5. Bowling-green.

WEDNESDAY RIGHTS a Bound of Charles and May Train, for Otiaville; 12 m. and SUNDAY TRAINS.—8:30 a. m., Way Train, for Otiaville; 12 m. and SUNDAY TRAINS.—8:30 a. m., Way Train, for Otiaville; 12 m. and SunDAY TRAINS.—8:30 a. m., Way Train, for Otiaville; 13 m. and SunDAY TRAINS.—8:30 a. m., Way Train, for Otiaville; 13 m. and SunDAY TRAINS.—8:30 a. m., Way Train, for Otiaville; 13 m. and SunDAY TRAINS.—8:30 a.

western lines.

Perfectly Ventilated and Luxurious Siesping Coarbes accompany ally Night Trains.

Tickets can be obtained at the Company's offices—No. 241 Broadway—Depot foot of Chambers-st., New-York, and Long Dock Depot, Jerney City.

H. RIDDLE, General Pass. Agent.

H. RIDDLE, General Sept.

WM. R. BAHR, General Pass. Agent.

H. UDSON RIVER AND HARLEM RAIL—Athaov and Troy, connecting with Northern and Western trains, will leave New York as follows:

9 a. m. Express train vis Hodson River Railroad, Thirtieth-st. and Tenth ave., through to Budalo and Suspension. Bridge without change of cars, and connecting at Troy with trains for Sarstoga, Rutland, Burlington, and the North.

10 a. m. Express train via Hodson River Railroad, connecting at Albasy with trains for the North.

11 a. m. Express train via Harless Railroad, connecting at Albasy with trains for Sarstoga, Rutland, Burling, Fourth-are, connecting at Chaltann with Western Railroad for Lebacen Springs, Pittafeld, &c., at Albasy with Western Railroad for Lebacen Springs, Pittafeld, &c., at Albasy with Western Railroad, connecting at Albasy with Western Railroad, with alcoping-car attached.

4.130 n. m. Express train via Harless Railroad, connecting at Chaltann with Western Railroad for Lebacen Springs, Pittafeld, &c., and at Troy with trains for Montreal, with alcoping-car attached.

4.130 n. m. Express train via Hudson River Railroad, connecting at Chaltann with Western Railroad for Lebanen Springs, Pittafeld, &c., and at Albany with Western trains. Siesping-cars attached at Albany.

6.25 p. m. Express train via Hudson River Railroad, with alcoping-cars strached from New-Lork through to Ogdensburg, without change, via Reme, W. and Onderson Remeated through to Bufalo and Suspension Bridge without change.

11 p. m. train via Hudson River Railroad, with alcoping-cars attached, connecting at Albany with seriv trains for Fourfalo and Suspension Bridge, and at Troy with trains for Saratoga and points North.

A Sunday train will be run via Hudson River Reilroad

J. H. STEONG, Superintendent.

L. ONG ISLAND RAILROAD—Winter Artrangement—Change of Time—Leave James-lip: 9 a.m., Mail trains for Greenport and all way-stations, confineeting at Mineola with trains for Glen Cove and Hempstead. 11 a.m., Syoaset amount of the Cove passenger train, and all way-stations. 5 p. m., Syoaset and Often Cove passenger train, and all way-stations. 5 p. m., Farmingdale and Hempstead passenger train, and for North Islip, Statisdays only.

Sunday Excursion Train leaves Hunter's Point at 9:15 a.m.; arrives at Hunter's Point at 4:50 p. m. To take effect Nov. 4, 1867.

L. D. BARTON' Superintendent NEW-YORK and NEW-HAVEN RAILROAD.

SUMMER ARRANGEMENT. COMMENCING JUNE 3, 1967. Pessenger Station in New-York, corner Twenty-seventh-st. and Feurth-ave. Entrance on Twenty-seventh-st.

For New Haven and Bridgepart, 7.00, 2.00 (Ex.), 11.30 a. m., 12.15 (Ex.), 2.00 (Ex.), 3.45, 4.30, and 6.00 (Ex.), 2.00 (Ex.), 13.45, 4.30, and 6.00 (Ex.), p. m.

For Milford, Stratford, Fairfield, Scattaport, and Westport, 7.00, 11.30 a. m.; 12.15 (Ex.), 3.00 (Ex.), 9.00, 11.30 a. m.; 12.15 (Ex.), 3.00 (Ex.), 9.00, 11.30 a. m.; 12.15 (Ex.), 3.00 (Ex.), 2.00 (Ex.), p. m.

For Darlen, 7.00, 2.00 (Ex.), p. m.

For Stamford, 7.00, 8.00 (Ex.), 5.00, 11.30 a. m.; 12.15 (Ex.), 2.18, 3.00 (Ex.), 2.40, 5.30 (Ex.), 2.00 (Ex.), p. m.

For Greenwich and intermediate stations, 7.00, 5.00, 11.30 a. m.; 2.18, 2.45, 4.40, 5.30, 6.30 p. m.

For Boston via Springfield, 8.00 a. m. (Ex.), 2.00 (Ex.), 8.00 p. m.

For Boston via Springfield, 8.00 a. m. (Ex.), 12.15, 3.00 (Ex.), 8.00 p. m.

For Hartford and Springfield, 8.00 a. m. (Ex.), 12.15, 3.00 (Ex.), 8.00 p. m.

P. III.
For Connecticut River Railroad, 2.00 a. III. (Ez.), 12.15 p. III. to Mer-treal, 3.00 p. III. to Northampton.
For Hartford, Providence, and Fishkill Railroad, 2.00 (Ez.) a. III., 12.15 For Haltion; Fortiers, New London, and Stonington Railroad at 2.00 a. 20, 12, 15, 200, 2.00 p. m.
For Canal Railroad, 12, 15 p. m. to Northampton.
For Housetopic Railroad, 2.00 a. m., 2.00 p. m.
Nor Nangainck Railroad, 2.00 a. m., 200 p. m.
For Danbury and Norwalk Railroad, 7.00, 3.00 s. m., 4.30 p. m.
Commodious Sleeping-Cars attached to 2.00 u. m. train.
JAMES R. HOYT. Sept.

NORTHERN RAILROAD of New-Jersey.
Trains leave Jersey City for Flormont at 5:30 and 9:35 a. m. 129,
4:22, 5:23, and 4:23 p. m. The 5:30, 1:22, and 4:23 ran to Monagy.
THOS. W. DEMARKST, Superintendent. SOWTHSIDE RAILROAD OF L. I.-(WIN-CONTINUE RAIL ROAD OF L. 1.—

TER ARRANGEMENTS.)
Leave Jame's valip, N. Y., at 9 a. m., via L. I. Railroad, to Jamaica, for Babylon and all way-stations.
Leave Franklin-ave, Brooklyn, at 9-05 a. m., via Brooklyn Central Railroad, to Jamaica, for Babylon and all way-stations.
Leave James's sailp, N. Y., at 9 p. m., via L. I. Railroad, to Jamaica, for Babylon and all way-stations.
Leave Franklin-ave, Brooklyn, at 2:55 p. m., via Brooklyn Central Railroad, in Jamaica, for Babylon and all way-stations.
Leave Babylon at 7:55 a. m., for Jamaica and all way-stations, connecting with train of L. I. Railroad, seriving at James's-wiff at 10 a. m.
Leave Babylon at 7:55 a. m., for Jamaica and all way-stations, connecting with train of Brooklyn Central Railroad, seriving at James's Franklin-ave, ling with train of Brooklyn Central Railroad, arriving at Franklin-ave, ling with train of Brooklyn Central Railroad, arriving at Franklin-ave, and the grantlin-ave, and the

ing with the of Brosklya Central Religious, artisting at Enymetry, at 10 a. m.
Browking, at 10 a. m.
Leave Babylon at 12:40 p. m. for Jamalea and all way stations. 60%
Leave Babylon at 12:40 p. m. for Jamalea and all way stations at Leave Babylon at 12:40 p. m. for Jamalea and all way stations are contently with train of Brooklya Central Religiously, arriving at Franklin needing with train of Brooklya Central Religiously, arriving at Franklin needing with the horse tare. Brooklya, at 3:00 p. m., and connecting also with the horse tare, the Rank New York and Jamalea Railroad, which leaves Jamalea vary of minutes.

To lake effect Nov. 4, 1851.